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- a. The railroad bridge over the Oder River on the Gruenberg-Frankfurt/Oder line was reconstructed in 1947. Arrangements have been made in the meantime for the construction of a second track. The bridge is of great importance for the coal trunk line from Upper Silesia to Stettin. ⁸
- b. The railroad bridge over the Oder River on the Gruenberg-Poznan line, which was destroyed at the end of the war, was reconstructed in wood in 1946/1947. This temporary bridge has in the meantime been replaced by a permanent steel structure with two tracks.
- c. The Oder River bridge on the Gruenberg-Poznan highway which was destroyed during the war, was reconstructed as a steel bridge in 1949. ⁹
- d. The road bridge over the Oder River in Coszen suffered only minor damages at the end of the war. It is a steel suspension bridge 120 meters long. ⁹

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1. Comment. The statement confirms previous information on the double-tracking of the Allenstein (Olshyn) - Gerdauen (Chelozdrozhny) railroad line. The present report indicates that the Deutsch Eylau (Ilawa) - Gerdauen railroad line is operated double-track as far as Bischofshof (Stary Samolew) railroad station.

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2. Comment. This information agrees with previous statements on the status of these railroad line sections.

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1. Comment. Information on the construction of a single-track railroad bypass was transmitted previously. The double-track status of this bypass is reported for the first time and requires confirmation.

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4. Comment. This line was not included in the official timetable for Soviet transit trains through Poland, which went into effect on 18 May 1952.

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3. Comment. Information on the Brest transloading station was transmitted previously. According to available information, this border station is mainly used for the transloading of military supply goods and commercial goods exported to East Germany.

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6. Comment. This statement supports a previously voiced assumption, according to which the Malaszewice railroad station is mainly used for the transloading of commodities exported from Poland to the USSR and vice versa.

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7. Comment. This statement indicates that the automatic conversion of freightcars from Soviet to standard gauge and vice versa is not yet in use. It is believed that an exchange of wheel sets by means of cranes is effected only with the new rolling stock delivered by East Germany railroad car factories to the USSR. These cars run on standard-gauge wheel sets as far as Brest where they are put on Soviet wheel sets which will be sent along. All goods, particularly bulk goods, are transloaded.

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3. Comment. This statement refers to the single-track railroad line near Deutsch-Nettkow.

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4. Comment. For lack of comparable material, this information cannot be furnished.

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